

September 25, 2017

RE: TSP3 Discussion Draft

Portland Planning and Sustainability Commission members:

Thank for the opportunity to speak about TSP3: Discussion Draft. I am speaking on behalf of the Northwest District Transportation Committee. We appreciate that PBOT staff attended one of our meetings to discuss the TSP as it affects our neighborhood and district and that some changes have been made based on that discussion.

Our primary concern is the wholesale elimination of the District Objectives. The Committee unanimously approved a motion to retain the still relevant District Objectives as Sub-policies. The Objectives provide an important link between more generalized policies and specific projects. The Objectives we consider still relevant (and unaddressed) are:

- 1) Objective 9.39.a says "Expand transit service throughout the district, including adding more cross-town service, connecting bus service from the light rail station to the NW industrial area, and improving service in low-density areas". Staff cites Comp Plan policy 3.46, but this is a very generalized statement and does not address the specific needs of NW nor does it support TriMet's long-term planning. We ask that this objective be retained as a Sub-policy in the Inner Neighborhoods Pattern Area.
- 2) Objective 9.39.d. says, "Protect Forest Park's natural resources in the design and development of transportation projects in or near the park." PBOT added a Sub-policy B under the Western Neighborhoods Pattern Area, but it does not specifically address the City's firm position against a Western Bypass, which seems to recur at irregular intervals from other jurisdictions. We believe that a more specific Sub-policy statement needs to be made under Policy 9.29.
- 3) Objective 9.39.e. says "Reinforce the NW District main streets – NW 21st, 23rd, Burnside and Thurman – by retaining and improving their pedestrian-oriented character and improving access to transit." Because NW has been designated as a town center, a large part of the district is being treated the same while our main streets create the character that defines the district. We ask that this objective be retained as a Sub-policy in the Inner Neighborhoods Pattern Area.

While we probably don't have any control over what the Comprehensive Plan has already done by creating pattern areas, we would like to include a protest that our one neighborhood is now split apart into four different pattern areas, none of which capture its unique character. At the very least, we ask that Sub-policies be included in the appropriate Pattern Areas as noted above.

Jeanne Harrison
Chair, NWDA Transportation Committee